



Executive Summary

(in case of discrepancy between English and Chinese versions, English version shall prevail)

This Application is submitted to the Town Planning Board (“**the Board**”) under Section 16 of the Town Planning Ordinance (“**the Ordinance**”) for a temporary “Public Vehicle Park (Private Cars Only)” use for a period of 3 years (“**the Development**”) at Lung Yeuk Tau, Fanling (“**the Application Site**”).

The Application Site falls within an area of “Agriculture” (“**AGR**”) zone on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19 (“**the OZP**”). According to the Notes of the OZP for “AGR” zone, ‘Public Vehicle Park’ is neither a Column 1 nor Column 2 use which requires planning permission from the Board. No change has been made with the previously approved application No. A/NE-LYT/777. The Development comprises 21 parking spaces for private cars (2.5m x 5m each), an open structure with ancillary solar panels at eastern part, and a two-storey container which will be provided as site office for storage of maintenance equipment at southeastern part of the Site. The existing building height of 5.3 m and the total floor area is 116 m² which conforms to the respective requirement under the OZP.

This Application aims to continue accommodating the high demand of the local villagers for car parking spaces. It is situated at a convenient location that is favourable to operate a public vehicle park and to serve the nearby residents and visitors. Given the high occupancy of current public vehicle park, it is reflected that the implementation of the proposed public vehicle park has improved the traffic condition by increasing the supply of proper parking spaces which reduces illegal roadside parking.

The Development does not hinder the long-term planning intention of “AGR” zone. Similar applications in the “AGR” zone in the Lung Yeuk Tau and Kwan Tei South area have also been considered and approved. There are no adverse traffic, visual, landscape, drainage and environmental impacts.

In view of the above justifications, we would sincerely seek the favourable consideration of the Board to approve this Application.



內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，就粉嶺龍躍頭 (下稱「申請地點」) 的用地，向城市規劃委員會 (下稱「城規會」) 申請作臨時「公眾停車場(只限私家車)」用途，為期 3 年 (下稱「此發展」)。

申請地點現時於《龍躍頭及軍地南分區計劃大綱核准圖編號 S/NE-LYT/19》(下稱「大綱圖」) 劃作「農業」地帶。根據大綱圖有關「農業」地帶的註釋，「公眾停車場(只限私家車)」不屬於「農業」地帶的第一欄或第二欄用途，需要獲得城規會的規劃許可，對比已獲批准的規劃申請 A/NE-LYT/777，此發展並沒有任何改變。此發展包括 21 個私家車專用停車位 (每個 2.5 米 x 5 米)、一個設有附屬太陽能電池設施的開放式建築物，以及一個兩層高的貨櫃作為辦公室和存放維修設備的用途。現有建築物位於申請地點的東部及東南部，高度不多於 5.3 米，總樓面面積約為 116 平方米，合乎大綱圖的相關要求。

是次規劃申請可以滿足當區居民對停車位的需求，其位置上的優勢更有利於公眾停車場的發展及運作，為附近的居民提供方便且合法的停車處。落實此臨時停車場能增加合法停車位的數量，紓緩違例泊車的問題，從而繼續改善當區的交通狀況。

此發展不會妨礙長遠規劃意向，於龍躍頭和軍地南的「農業」地帶亦有不少相關申請曾被批准。此臨時公眾停車場亦不會對交通、視覺、景觀、排水系統和環境造成不利影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。

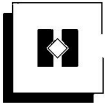


TABLE OF CONTENTS

1	Introduction	2
2	The Application site and Development Proposal	3
3	Planning Assessment	6
4	Planning Merits & Justifications	10
5	Conclusion	12

List of Figures

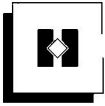
Figure 1	Location Plan
Figure 2	Land Lot Boundary Plan
Figure 3	Extract of Outline Zoning Plan No. S/NE-LYT/19

List of Annexes

Annex 1	Indicative Layout Plan
Annex 2	Drainage Proposal
Annex 3	Compliance of Approval Conditions for Planning Application No. A/NE-LYT/777
Annex 4	Relevant Documents for Excavation Permit

List of Diagrams

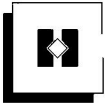
Diagram 1	Existing Village Clusters
Diagram 2	Public Transport Service



1 INTRODUCTION

1.1 The Application

- 1.1.1 We are commissioned by the Applicant to prepare and submit on its behalf this planning application for a temporary 'Public Vehicle Park (Private Cars Only)' use for a period of 3 years (hereinafter referred to as the "**Development**") in Lung Yeuk Tau, Fanling (**Figure 1**) (hereinafter referred to as the "**Application Site**") to the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**").
- 1.1.2 The Application Site falls within an area designated as "Agriculture" ("**AGR**") zone on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19 ("**the OZP**") (**Figure 3**). According to the Notes of the OZP for "AGR" zone, 'Public Vehicle Park' is neither a Column 1 nor Column 2 use that may be permitted by the Board.
- 1.1.3 According to the Notes of the OZP, temporary use or development of any land or building not exceeding a period of three years requires permission from the Town Planning Board. Notwithstanding that the use or development is not provided for in terms of the Plan, the Town Planning Board may grant permission, with or without conditions, for a maximum period of three years, or refuse to grant permission.



2 THE APPLICATION SITE AND DEVELOPMENT PROPOSAL

2.1 Current Condition of the Application Site

- 2.1.1 The Application Site covers a total of about 843.1 square metres (“sq. m.”). The Application Site is currently paved with concrete and fenced off.
- 2.1.2 The Application Site is attached to Sui Wan Road that connects the site to Sha Tau Kok Road. The site is situated at the southeast of Sha Tau Kok Road (Lung Yeuk Tau) and Lung Yeuk Tau Heritage Trail. Besides, there is a river known as Ma Wat River which is located in the west of the site. It is also located in the southeast of San Uk Tsuen and the north of Wing Ling Wai.
- 2.1.3 **Figure 1** illustrates the location of the Application Site and its immediate vicinity, and the existing condition of the Site.
- 2.1.4 The site is located at the boundary of Lung Yeuk Tau and it was surrounded by the village houses on its north, west and south. Some temporary structures and a car park under approved application A/NE-LYT/747 are situated on the immediate east of the site. To the immediate west, there are village houses and village office. The village development of San Uk Tsuen is also located on the further west of the site, across Sha Tau Kok Road - Lung Yeuk Tau. Village houses of Wing Ning Wai are situated on the immediate south of the site.

2.2 Land Status

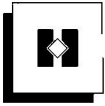
- 2.2.1 The Application Site falls within the boundary of the Remaining Portion of Section A of Lot No. 1508 in Demarcation District 83, Lung Yeuk Tau (“**the Lot**”) (**Figure 2**).

2.3 Surrounding Context

- 2.3.1 Lung Yeuk Tau is a sub-urban area located northeast of Luen Wo Hui in Fanling in the New Territories. The area is comprised of eleven villages and the major uses of land are parking of vehicles, storage, temporary structures, domestic structures and vacant land. Lung Yeuk Tau is located in between two major villages which are Wing Ning Wai and San Uk Tsuen. There is a major road (Sha Tau Kok Road) in Lung Yeuk Tau, and the major transportation mode is by bus or minibus, connecting Lung Yeuk Tau to Fanling MTR station.
- 2.3.2 The Application Site is located at the northern edge of Lung Yeuk Tau, with village houses and temporary structures surrounding the site. The run-in and out is located at the southern boundary of the Applications Site, and the site is accessible from Sha Tau Kok Road - Lung Yeuk Tau via Sui Wan Road.

2.4 Existing Village Clusters

- 2.4.1 At the northern edge of Lung Yeuk Tau, the San Uk Tsuen is just to the southwest across the Sha Tau Kok Road - Lung Yeuk Tau. Going south along the Sui Wan Road are the Wing Ning Wai and Wing Ning Tsuen, and further south are the Ma Wat Wai, Ma Wat Tsuen, Tung Kok Wai, Lo Wai and Tsz



Tong Tsuen.

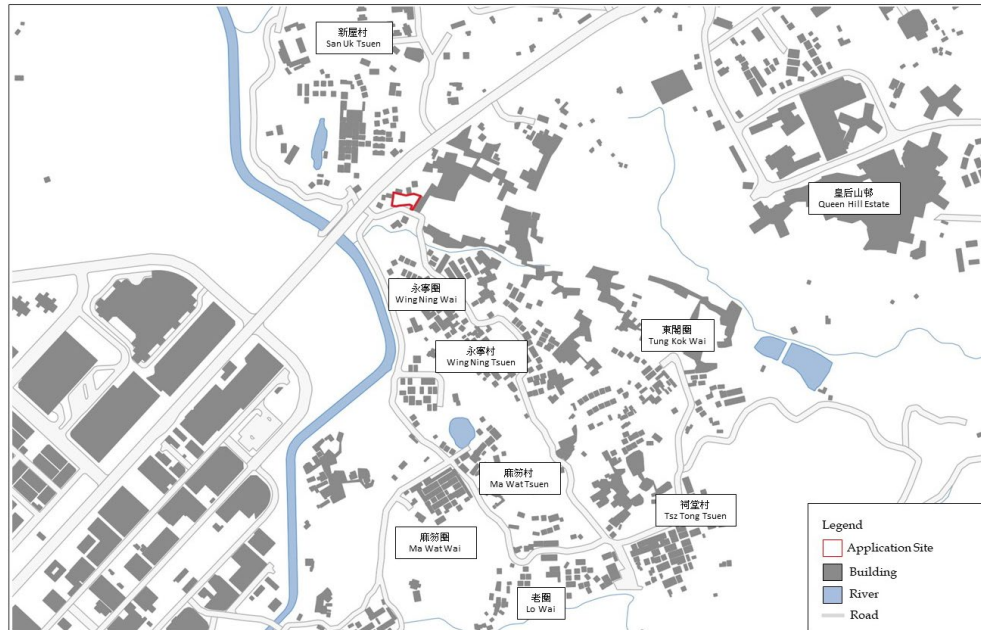


Diagram 1 Existing Village Clusters (Source: HK GEODATA STORE, HKSAR Government)

2.5 Temporary Public Vehicle Park for Private Car

2.5.1 The Application Site covers an area of about 843.1 sq.m. The Development provides a total of 21 parking spaces for private cars (2.5m x 5m each) within the Application Site. There will be a four-side open steel structure with a height of about 3 meters covering four car parking spaces along the eastern boundary, with an area of approximately 56 sq.m., with ancillary solar panels on top to supply electricity of the Development. There is a two-storey container as a site office for storage of maintenance equipment at the southeastern part of the Application Site, with a total floor area of 60 sq.m. and a height of about 5.3 meters.

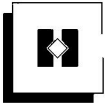
2.5.2 Short term waiver for all the concerned structures has been granted in 2023 already.

2.5.3 The indicative layout plan of the Development is shown in **Annex 1**.

2.6 Operation Arrangement

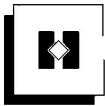
2.6.1 The car park operates on a monthly rental basis from Monday to Sunday, including public holidays for local residents and visitors 24 hours a day. Enter and exit of the car park will be through the existing gate opening along the Sui Wan Road with a width of 5.7m. The following traffic management measures are proposed to follow:

- No vehicle without valid licence issued under the Road Traffic Ordinance will be allowed to be parked/stored on or enter/exit the Site;
- Only private car as defined in the Road Traffic Ordinance will be allowed



to be parked/stored on or enter/exit the Site;

- No medium or heavy goods vehicle exceeding 5.5 tonnes, including container tractor/ trailer will be permitted to park at the Site;
- A notice should be posted at the ingress/ egress point of the site to indicate that no medium or heavy goods vehicle (i.e. exceeding 5.5 tonnes) including container trailers/tractors, as defined in the Road Traffic Ordinance, will be allowed to be parked/stored on the Site; and
- No car washing, vehicle repair or other workshop activities will be allowed on the Site.



3 PLANNING ASSESSMENT

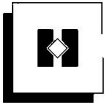
3.1 Statutory Planning Context

- 3.1.1 The Application Site falls within an area designated as “Agriculture” zone on the Approved Lung Yeuk Tau and Kwan Tei South Outline Zoning Plan No. S/NE-LYT/19 (**Figure 3**) (also known as the “OZP”). The planning intention of the “AGR” zone is “intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes”.
- 3.1.2 According to Notes of “AGR” zone of OZP, ‘Public Vehicle Park’ is neither a Column 1 nor Column 2 use under “AGR” zone. According to the Notes of the OZP, temporary use not exceeding a period of three years within “AGR” zone requires planning permission from the Town Planning Board notwithstanding that the use is not provided for in terms of the Plan.
- 3.1.3 Approval of this application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the “AGR” zone.

3.2 Previously Approved Applications

- 3.2.1 The Application Site is subject to two applications No. A/NE-LYT/706 and 777 approved by the Town Planning Board on 6 September 2019 and 11 July 2024 respectively. Application No. A/NE-LYT/777 was approved on a temporary basis for a period of 3 years until 13 January 2026. The Applicant has tried his best effort to comply with approval conditions attached to the aforesaid planning application. Refer to **Annex 3**.
- 3.2.2 The existing nature of use, nos. of car parking, and operation arrangement in this Application follow the previously approved application. A table summarizing the Application No. A/NE-LYT/777 and the current applicant is as follow. No changes are made between them:

<u>Parameters</u>	<u>Application No.</u> <u>A/NE-LYT/777</u>	<u>Current</u> <u>Application</u>	<u>Difference</u>
Site Area	About 843.1 sq.m.	About 843.1 sq.m.	/
Floor Area for site	About 116 sq.m.	About 116 sq.m.	/
office	About 60 sq.m.	About 60 sq.m.	/
for covered CPS	About 56 sq.m	About 56 sq.m	/
No. of Structure(s)	2	2	/
Max. Height of Structures	5.3 meters	5.3 meters	/
No. of Private Car Parking Spaces	21	21	/



3.3 Similar Approved Applications for Public Vehicle Parks

3.3.1 There are several similar applications for temporary public vehicle park use in the vicinity of the Application Site, which falls within “AGR” zone.

3.3.2 There are nine similar applications of similar uses within the same “AGR” zone in the Lung Yeuk Tau and Kwan Tei South area, involving four different sites. The previous applications (No. A/NE-LYT/706 and 777) involving the Subject Application Site for temporary public vehicle park for private cars was approved on 2019 and 2024 respectively.

3.3.3 There are other ten similar applications (No. A/NE-LYT/462, 560, 577, 598, 662, 689, 693 704, 747 and 828) involving four sites for temporary public vehicle parks. Applications concerning two sites are all lapsed as at current date.

3.4 High Demand for Private Car Parking Spaces in the Vicinity

3.4.1 Existing public transport services from Fanling MTR Station to the vicinity are shown below:

<u>Mode</u>	<u>Route No.</u>	<u>Origin - Destination</u>	<u>Frequency</u>
Scheduled Green Minibus	52B	Fanling - Hok Tau Wai	15 - 25 minutes
	52K	Fanling - Ping Che	4 - 10 minutes
	54K	Fanling - Lung Yeuk Tau	10 - 20 minutes
	56B	Fanling - Tan Chuk Hang	20 - 30 minutes
	56K	Fanling - Luk Keng	30 minutes
Franchised Bus	78K	Tai Ping Bus Terminus - Sha Tau Kok Bus Terminus	15 - 20 minutes

3.4.2 Among the six scheduled green minibus and franchised bus routes, there are five routes which have stops along Sha Tau Kok Road - Lung Yeuk Tau, while scheduled green minibus No. 54K is the only route which provides direct access to the inner villages, such as Wing Ning Tsuen and Lo Wai, located far away from the existing public transport services along Sha Tau Kok Road - Lung Yeuk Tau.

3.4.3 As the public transport service to the surrounding village clusters is limited, private car is the major transportation mode. This results in a relatively high car ownership rate in the villages clusters, creating high demand for private car parking spaces. Villagers are in shortage of proper car parking spaces.

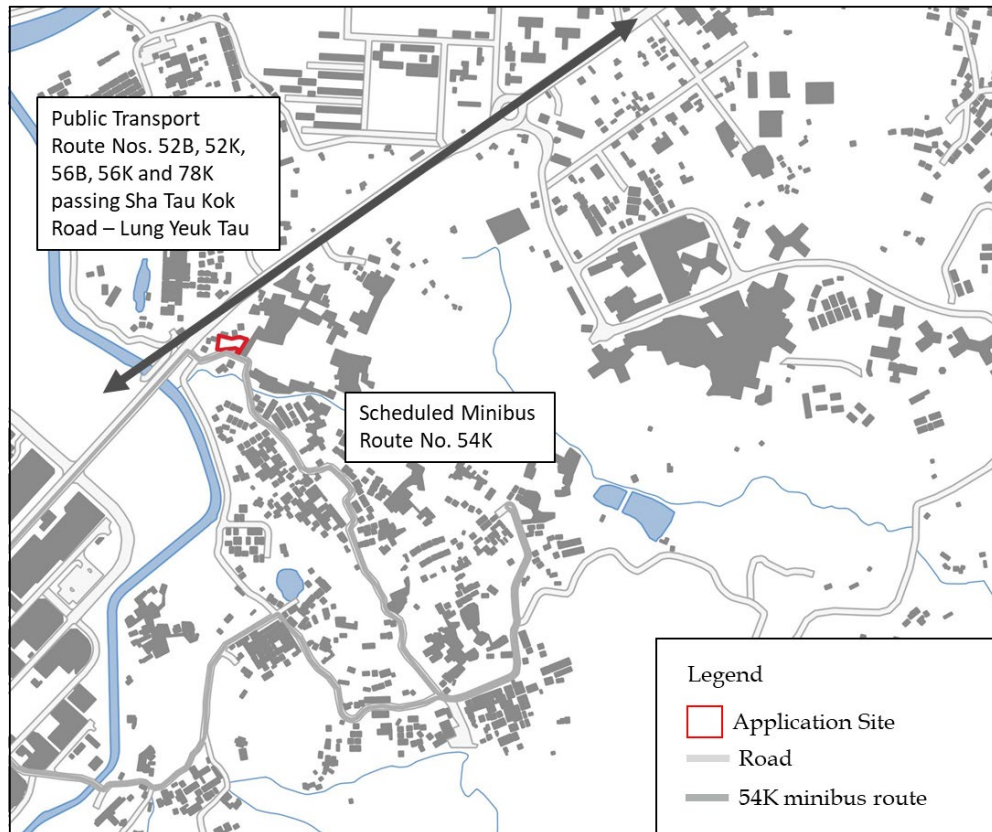
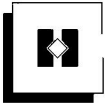
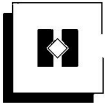


Diagram 2 Public Transport Service (Source: HK GEODATA STORE, HKSAR Government)

3.5 Drainage Consideration

- 3.5.1 The latest Drainage Proposal is attached at **Annex 2**. This is just the same as the latest approved drainage proposal under the approval condition of No. A/NE-LYT/777. The proposed drainage is adequate in respect of the requirements under “Technical Note to prepare a Drainage Submission” as published by Drainage Services Department.
- 3.5.2 The previous drainage proposal as approved by the Town Planning Board meeting of No. A/NE-LYT/777 in 2021 was submitted to the Planning Department for discharge of approval condition. However, Drainage Services Department, Highways Department and other relevant departments have raised additional discussion on the public road maintenance responsibility that was not the Applicant’s responsibility. Not until in April 2024 the updated proposal was finally approved, and the concerned Excavation Permit to execute the construction was just been approved by Lands Department in September 2024. There is no sufficient time for the Applicant to execute the excavation and construction within the approval period. Refer to **Annex 4**.
- 3.5.3 The existing drainage condition and pattern of the area will not be altered. Besides, the approved drainage system would improve the existing drainage conditions by diverting the flow away from the adjacent lot. Thus, the Development will not cause any adverse drainage impact onto the area.



3.6 Traffic Consideration

- 3.6.1 Existing temporary public vehicle park does not incur adverse traffic impact. The traffic volume generated by the existing temporary public vehicle park is low with an estimation of less than 25 vehicular trips per day, and most of the vehicles enter and exit the site approximately once per day only. This estimation is similar to the previously approved application.
- 3.6.2 Traffic management measures as required in approval conditions under No. A/NE-LYT/777 have been fully complied. No negative feedback is received from the Transport Department and surrounding residents.

3.7 Environmental Consideration

- 3.7.1 The Applicant will follow the relevant mitigation measures and requirements in the latest *"Code of Practice on Handling Environmental Aspects of Temporary Uses and Open Storage Sites"* to minimize any potential environmental impact. No negative feedback is received from Environmental Protection Department and surrounding residents.

3.8 Fire Safety Consideration

- 3.8.1 Previous approval condition for fire services installation has been complied in 2023. There is no fire safety concern for the Development.

3.9 Visual and Landscape Compatibility

- 3.9.1 The Application Site is situated in area of rural village landscape character which are surrounded by village houses, temporary structures and workshop activities. The current car park use is compatible with the surrounding use and will disturb the prevailing rural village landscape character.
- 3.9.2 The existing structures with a maximum height of about 5.3 metres is visually compatible with the 2-storey village houses in the north and west boundaries, and the temporary structures along the east boundary.



4 PLANNING MERITS & JUSTIFICATIONS

4.1 Satisfy the Local Needs by Catering the High Demand of Proper Parking Spaces

4.1.1 Intention of the existing temporary public vehicle park is to cater the high demand of parking spaces in the existing village clusters of Lung Yeuk Tau area. It primarily serves the local villagers and residents, as well as their visitors. High occupancy of the current parking spaces demonstrates its traffic demand to satisfy the local needs.

4.2 Improve Traffic Condition by Providing More Proper Parking Spaces

4.2.1 As observed, after the approval of No. A/NE-LYT/777, there is significant improvement regarding traffic condition. The development increases the supply of proper parking spaces, which can reduce illegal roadside parking along village roads and avoid traffic congestion resulting from improper parking of vehicles on the narrow local tracks of Sui Wan Road and adjacent village roads.

4.3 Situated at a Convenient Location for Public Vehicle Park

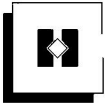
4.3.1 The Application Site is located in a convenient location which is situated near to the intersection of Sha Tau Kok Road - Lung Yeuk Tau and Sui Wan Road. Located at a highly accessible area, it is less time-consuming for villagers to drive along the narrow Sui Wan Road and to search for a free space. Meanwhile, it is surrounded by village houses which allows residents to park close to their homes within a short walking distance.

4.4 Would Not Jeopardize the Long-term Planning Intention

4.4.1 Approval of the application on a temporary basis for a period of 3 years would not jeopardize the long-term planning intention of the "AGR" zone. Also, the site does not require additional site formation works. Instead of not fully utilizing the land resources, continuing being used as a temporary public vehicle park can further accommodate the demand of the villagers for parking spaces which is compatible with the surrounding environment in the village.

4.5 Supported by Previous Planning Approvals of Similar Applications

4.5.1 There has been no change in the planning context of the Application Site and the surrounding in the past 10 years. There were eleven similar applications of temporary public vehicle park within the same "AGR" zone in the Lung Yeuk Tau and Kwan Tei South area (Nos. A/NE-LYT/462, 560, 577, 598, 662, 689, 704, 706, 747, 777 and 828) approved with conditions by the Committee in the past 10 years mainly on the considerations of several factors, including the high compatibility of the Developments with the surrounding land uses and the low possibility to cause significant impacts on the traffic, environment, drainage and landscape of the area. Therefore, with the support of previous project approvals under similar circumstances, the temporary public vehicle park is not inconsistent with the surrounding land uses and it



is unlikely to generate adverse impacts to the surrounding area.

4.6 Compatible with the Surrounding Development with No Adverse Visual and Landscape Impact

4.6.1 The temporary public vehicle park is visually compatible with the surrounding environment, which is mainly composed of village houses, temporary structures and workshops. There is no change to the rural village landscape character as well. No adverse visual and landscape impact is anticipated.

4.7 No Adverse Traffic Impact

4.7.1 The Development does not incur adverse traffic impact. The traffic volume generated by the proposed temporary public vehicle park is low with an estimation of less than 25 vehicular trips per day, and most of the vehicles enter and exit the site approximately once per day only. In addition, traffic management measures have also been proposed in order to ensure pedestrian safety. Therefore, it is expected that there will not be significant negative impacts regarding the safety of road users and the traffic network of the area concerned.

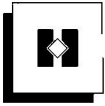
4.8 No Adverse Environmental Impact

4.8.1 The temporary public vehicle park is a monthly rental private car park. Related activities such as car washing, repairing or similar workshop activities would not be permitted on the site. Moreover, the latest "Code of Practice on Handling Environmental Aspects of Open Storage and Temporary Uses" issued by Environmental Protection Department will also be followed. Therefore, there is no negative feedback is received from the Environmental Protection Department including noise and air quality impacts.

4.9 No Adverse Drainage Impact

4.9.1 An updated Drainage Proposal with approval conditions granted in No. A/NE-LYT/777 has been fully compiled and can be reviewed in **Annex 2**. The previous drainage proposal as approved in No. A/NE-LYT/777 was subsequently amended following the comments from Drainage Services Department and other relevant departments. The proposal has taken a lengthy time to revised for further approval and proceeding to construction. However, there is no time for such construction because an Excavation Permit was just been approved recently by Lands Department.

The existing drainage condition and pattern of the area will not be altered. Besides, the latest approved drainage system would improve the existing drainage conditions by diverting the flow away from the adjacent lot. Thus, no adverse drainage impact is anticipated on to the area.



4.10 Commitment to Timely Compliance with Planning Conditions

4.10.1 The Applicant has tried its best effort to comply with the planning conditions granted on the application No. A/NE-LYT/777 in order to facilitate the process of getting the planning permission for the temporary public vehicle park for the benefit of local communities. This Application is required because the Government departments has taken a lengthy time to review its previously approved drainage proposal. Regarding the implementation of the drainage proposal, an Excavation Permit was just granted by Lands Department on 3 September 2024, and hereafter the proposed excavation work is approved to be implemented. Thus, only a few weeks time the drainage proposal could be implemented.

5 CONCLUSION

5.1.1 In view of the above, we respectfully request the Board Members to give favourable consideration on this planning application.